

feet long, and 18 feet deep; in neap tides, and the rest of the canal in proportion, thus allowing the largest steam-boats to pass through with ease, and avoiding the error which has been hitherto committed in all Scotch canals, that of making them so small, that none but vessels of small size can enter them.—The Kingston Cotton Mill Company, at Hull, have entered into contracts for the building of one immense mill, 167 yards long, 28 yards wide, and 4 stories high. This building will form one side of a square, and it is intended to add two others of precisely the same dimensions. The site comprehends about twelve statute acres, and is within a mile of the town. Upwards of 2,000 tons of castings will be required for this one mill alone. Messrs. James Lillie and Sons, of Manchester, have the credit of designing this unparalleled undertaking, and to them also is intrusted the fire-proof castings, &c.—The town council of Norwich have appointed a committee to consider of the best means of improving the river communication between that city and Great Yarmouth, so as to make it navigable for sea-borne vessels. The committee are empowered to adopt all requisite measures to ensure the passing of an Act, in accordance with the above object, during the approaching session.—The Glasgow theatre was last week entirely destroyed by fire, with the exception of the walls, and these have since fallen.—The remains of a Roman villa, of considerable extent, have been recently discovered near Weatherley, Oxfordshire, and some excavations have been made under the direction of Dr. Bromet. All that has yet been made out is a hypocaust and a bath. These remains are distant about a mile and a half from the palace of the Bishop of Oxford, at Cuddesdon; his lordship has taken much interest in the excavations, and has requested Dr. Buckland to superintend the continuance of them.

RAILWAY JOTTINGS.

THE rush to the Board of Trade on Sunday last to deposit plans, had in it something ludicrous: divers were the disasters that ensued. The great Western Railway was traversed all day long by special trains bearing these precious deposits. One serious collision took place.—The new station houses are now rapidly rising at Brentwood, upon the Eastern Counties Line; the designs, it is said, combine utility with good taste.—Mr. Mylne's and Mr. Campbell's portions of the North British Railway have just met at Dunbar, and the line for a distance of several miles may be said to be finished. The station office is now in course of construction.—It is said to be the intention of the Great Western to apply for parliamentary powers to carry a new line to Birmingham on the broad gauge, and that the London and Birmingham have it in contemplation to lay down another set of rails to accommodate their increasing and prospective traffic.—A new railway station is about to be erected on the Eastern Counties Line at Stratford, on a site of ground known as Perkins's Field, and opposite to the present station. The building will be one of some magnitude, and capable of affording greater facilities for increasing the traffic on that line of railway.—A calculation has been going the round of the provincial press, and originating in the *Railway Almanack*, shewing that of thirty-eight of our leading railways specified, four pay a dividend on their capital of 10 per cent. One pays a dividend of 9 per cent. Five pay a dividend of 8 per cent. One pays a dividend of 7 per cent. Five pay a dividend of 6 per cent. Seven pay a dividend of 5 per cent., and fifteen pay less than 5 per cent.—Sir Wilmoughby Gordon, the Quarter-Master General of the Forces, in his late examination before the Gauge Commissioners, stated that the effect of the rapidity of railways was such that there was as much efficiency with a small army as was formerly the case with a large one. General Burgoyne in his evidence before the same commissioners said, "with regard to the advantages of railways in a military point of view, I may be permitted to observe, that acting on the defensive against an invading enemy, we should have the use of them to the last. They would be of no use to the enemy, because they would have neither locomotive engines nor carriages to put on them. In the old warfare it was a great object to get pos-

session of a road of common mention, which was equally available for either party. It is quite a different thing in the case of railways. I do not consider it necessary, with the modern system of railways, to have troops stationed along the coast. The great reserves would be stationed in the interior." Such results must inevitably lead to a reduction of our standing army.—The directors of the Eastern Counties railways have ordered an estimate to be made of the expense of erecting an electric telegraph to communicate from the terminus at Shoreditch to Norwich and Yarmouth. At present there is no intention of extending the same benefit along the line to Colchester. The junction between Stratford and the Thames will be opened in a short time, and will connect Blackwall, Cambridge, and Colchester. It verges off near the Stratford station and passes through several meadows to the edge of Bow Creek, which has been dammed in along the banks. The directors of the Eastern Counties have announced, that from the present time they are willing to issue yearly and half yearly tickets for the convenience of residents upon the line. The terms for an annual ticket, the whole distance from London to Colchester, first class carriage, is fixed at £3, the minimum charge is 10s., which confers a second class yearly ticket from London to Ilford.

Correspondence.

VENTILATION.

SIR,—There is a long letter in your paper of 15th November, on the subject of Ventilation, which tells of a plan of ventilation of a large public building containing about 300 persons, many of whom were afflicted with fever and small-pox, that the system adopted by "an obscure country individual" was so successful, that six years have since elapsed without one case of fever or small-pox occurring. Allow me to ask "A Working Bricklayer" what is the nature of the plan? which at present appears somewhat doubtful.

I have adopted, with success, a simple plan viz., having at the top of each window outside, a double blind, with a rebate about 1 inch distant in the frame filled with fine perforated zinc plate, the finer gauge inside, and the window-sash regulated by a bolt with holes at distances, so, that it can be let down to any degree of opening, allowing the air to pass through numberless small apertures; the inner gauge being kept warm by the heat of the room, causes a degree of warmth to be imparted to the fresh air, and therefore no inconvenience arises. We know that in a tropical climate, the continued heat would be intolerable if it were not from a constant breeze blowing, so that in the finest weather the wind absolutely whistles through the blinds on the windward side of the houses, and it is this incessant change of air that makes it durable and even pleasant, but even then it is not advisable to sit or stand in the draught. I can therefore readily understand how persons must suffer in the Central Criminal Court, who are obliged by their duties to bear the draught of either hot or cold air. It should be more broken and diffused, and I think the plan I have named the most likely to produce such an effect. I am, Sir, &c.

55, Parliament-street, T. B. LAWRENCE.
Westminster, 27th Nov., 1845.

CABINETS D'AISANCE.

SIR,—In your paper of November 28th, is a letter on this subject, which is one of the utmost importance to the health and comfort of every one who resides in or visits London, and is imperatively urged on the authorities by the additional claim of decency. Public erections for this purpose would be expensive and offensive.

In most streets or lanes leading out of the great thoroughfares, are premises which by a small expenditure, may be adapted for these purposes; the rent to be paid by the sewer rates; to be distinguished by some inoffensive mark, and under the direction of the police.

VIATOR.

WANSTEAD PARK, once the celebrated seat of the Earl of Mornington, is now converted into a brick-field. When the whole of the brick earth is exhausted, the site will be covered with villas.

Miscellaneous.

BAD VENTILATION OF PLACES OF WORSHIP.—Churches and chapels, though more lofty than schools, are usually less in area, in proportion to the numbers frequenting them; and though in most cases they are occupied for fewer hours in the week, they seldom profit by much pains taken to change the air, whilst they are unoccupied. "In regard to churches," says a medical witness, "many illnesses and deaths proceed from faults of ventilation and warming; from the rush of cold air in one place on those who sit near the doors and windows, and the want of fresh air in other places." And if such be the case with the congregation, in a building often of the most costly character, wherein a trifling expense would permanently secure abundant ventilation what must be the injury sustained by the preacher in the pulpit? Placed on a height at which his voice acts at a disadvantage, as if on purpose that he may breathe an atmosphere composed of the breath of all who sit beneath him on the floor, he has to exert his lungs to the utmost pitch, while they have the worst of the air to work with. And the more promising his talents, the more successful his exertions in interesting and edifying a multitude of hearers, so much the sooner is he likely to be consigned to silence, consumption, and the grave. Still more pitiable, if possible, is the lot of Sunday school children, whom modern architects and committees and commissioners, are apt to place in the recesses of a lofty roof. Above the vent afforded by the windows, and with rarely any ventilation in the ceiling, they have the foul air of the whole building in a sort of halo round their heads. And there, when they can scarcely see the minister, much less hear him, with perhaps little convenience for sitting, and none for kneeling, and with their attention previously exhausted in school, they are required, under penalty of chastisement, to keep still, and silent, and awake, and in an atmosphere which of itself is quite enough to produce in a grown person, much more in a child, inattention, restlessness, and drowsiness. To say no more of the unhealthiness of a position such as this, I cannot refrain from expressing my apprehension that there must be hundreds of thousands in the land, who have hence conceived a deep and lasting aversion to the house of prayer.—*The Unhealthy Condition of Dwellings, &c., by the Rector of Alderley.*

EARLY PAINTED DECORATIONS.—We learn from the *Gloucester Chronicle* that some curious remains of the early art of painting, as practised in England, have been lately brought to view, at Southerop, in Gloucestershire. The chancel of the parish church, of the Anglo-Norman era, requiring restoration, on removing the accumulated coatings of white-wash from the walls, it was discovered that it had been at one time a perfect gallery of scriptural and other subjects, not the smallest portion, from the roof to the floor, having been left undecorated. Most of these quaint designs were too far advanced in decay to be deciphered; but the Nativity, the Annunciation, and the Decapitation of St. John the Baptist, are still apparent, and shew that the recluses and devout designers possessed all then known of art, as well as all the learning of the time. A remarkable device for the decoration of a sacred edifice remains in one of the deep recesses of the lancet-shaped windows; it is the figure of a youth, in a red tunic, shooting an arrow at a red squirrel in a bright yellow tree, the bow held in the right hand. The contour of this figure seems to make the date somewhere about the middle of the fourteenth century—five hundred years since.

THE ELECTRIC TELEGRAPH IN AMERICA.—We understand that an attempt to lay a pipe across the East River, at New York, for conveying the wires of the Electric Telegraph, has been completely successful; this pipe is of lead, in one continuous piece, half a mile long, weighing 6,000 lbs., and without a joint—perfectly air-tight—and was securely laid across the river from a steam boat, engaged for the purpose, after considerable labour and difficulty; in the pipe are four copper wires, perfectly isolated, to safely transmit the magneto-electric fluid. The whole was executed under the direction of Mr. S. Colt, engineer, and the pipe was constructed by Messrs. Tatham Brothers and Co.—*Mining Journal.*